

# THE ILLUSTRATED LONDON NEWS

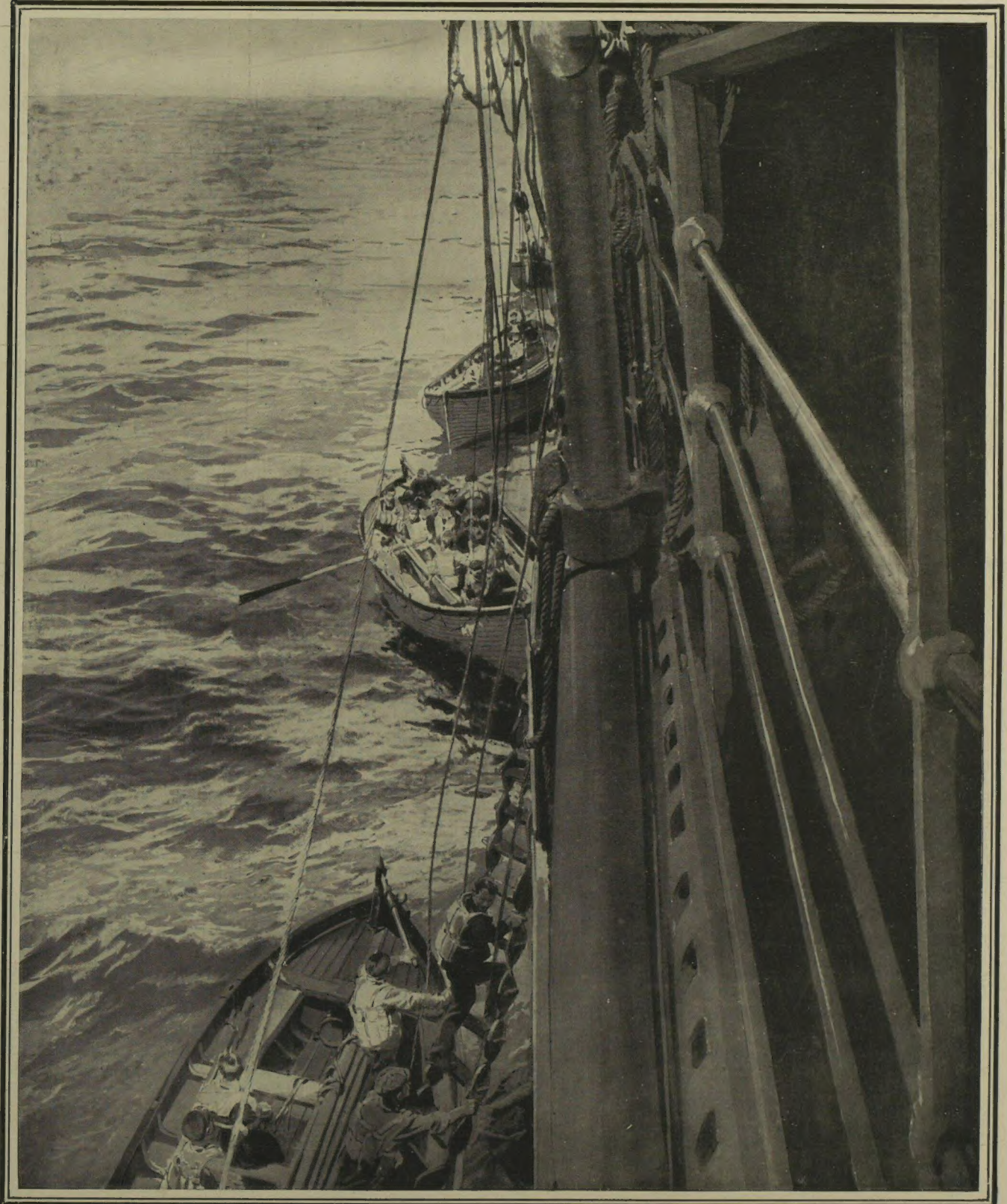
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SEVENPENCE.

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THE "BALLARAT" TRADITION ADDED TO THE "BIRKENHEAD" TRADITION: BOATS LEAVING THE SINKING AUSTRALIAN TRANSPORT, TORPEDOED ON ANZAC DAY.

More than once during the war the "Birkenhead" tradition has been nobly maintained. Thus the Admiralty announced: "The homeward-bound troop-transport 'Ballarat,' carrying a large number of the Australian Imperial Forces, was torpedoed by enemy submarine and sunk on April 25, about 35 miles from the nearest land. Owing to the magnificent discipline and steadiness displayed by the troops, which were in keeping with

the finest traditions of the British Army, all the troops were enabled to be got into the boats, and they were brought into harbour by our patrol craft. . . . There were no casualties. . . . Commander G. W. Cockman, D.S.C., Royal Naval Reserve (retired), was in command of the vessel, and the fact that all hands were safely transferred from the transport to the patrol craft reflects the highest credit on the captain, officers, and crew."

PHOTOGRAPH BY FARRINGTON PHOTO. CO.



# THE ROUTINE OF WAR: SCENES BEFORE AND AFTER ACTION ON THE BRITISH FRONT IN THE WEST.

OFFICIAL PHOTOGRAPHS.



READY TO ADMINISTER FIRST AID TO THE WOUNDED AFTER ACTION: R.A.M.C. MEN AT A REGIMENTAL AID POST.



REGIMENTAL ROUTINE UNDER WAR CONDITIONS: A TRENCH ORDERLY "ROOM" AT THE FRONT.



BEFORE AND AFTER ACTION: CAVALRY RETURNING FROM AN ATTACK AND INFANTRY GOING FORWARD.



AN ITEM OF ROUTINE IN WAR OR PEACE: OFFICERS DINING IN A RESERVE TRENCH BEFORE MOVING UP.



A STRIKING WAR SILHOUETTE ON THE BRITISH FRONT: YEOMANRY PASSING ALONG THE EDGE OF A CRATER.



WITH AN EXAMPLE OF THE BRITISH SOLDIER'S IMPROVED DOMESTIC ARCHITECTURE. A SIGNALLING STATION.



AN UNROMANTIC BUT VITAL BRANCH OF AN ARMY ON ACTIVE SERVICE: KITCHENS IN A BRITISH TRENCH.

There is a routine in war, as in military life during peace, but performed under very different conditions. Here we see, among other things, what a trench orderly "room" is like, also a trench kitchen, a trench "dining-room" for officers, and a trench "hospital," in the form of a regimental aid post. Another photograph—the upper one on the right—illustrates the British soldier's ingenuity in building himself a shelter with most unpromising materials for architecture—bits of corrugated iron, an opened stretcher, propped up by a sand-bag, coats and rugs kept in place on the "roof" by stones, and so on. Thus the routine of life, with its arrangements for eating and sleeping and obtaining shelter, both from weather and projectiles, goes on from day to day at the front, in the intervals of fighting, when routine is varied by strenuous action. After action again comes the return to the lines for a necessary period of rest. Thus in the middle photograph at the top are seen some cavalymen coming back after making an attack on the enemy. The horses

look tired, and some of them have empty saddles. As they return, they pass a body of infantry going forward, no doubt, to take their part in an engagement or an advance to new positions. It is not only the fighting men, however, who get their share of adventure and opportunities for showing heroism. "A medical officer's orderly," writes Mr. Philip Gibbs, narrating some "individual acts" the other day, "behaved with most splendid courage, dressing and bringing in wounded under fire until a shell burst close, killing the doctor and two assistants, and wounding the orderly. But this man did not leave his work even then till he fainted and fell." And the kitchen men, too, get their chances and take them. "It was an officer's cook the other day, a man already five times 'over the bags,' who went over the parapet and out into No Man's Land, where he found and bandaged a badly wounded officer and brought him back."





BY G. K. CHESTERTON.

IT is exceedingly funny that Dr. Dernburg, the notorious champion of Germany in America, should now be saying something against Germany. But it is even funnier that he should be saying something against Germany which is, after all, rather unjust to Germany. Yet there is a very real sense in which this is true of the remarks in which he regretted that Germany had neglected the political education of Germans. It is, as I say, sufficiently amusing in itself, for, among the thousand things of which the modern Germans have incessantly boasted up to this instant, perhaps the first and firmest boast was that they are all politically educated. And really, if there was such a crying need for educating Germans, it seems a pity that Dr. Dernburg wasted his talents for such a very long time on the task of educating Americans. From what I have heard, I hardly think Old Glory would have been veiled in crape in every Yankee village if the doctor had always remained at home and laboured in his own vineyard, teaching the young German idea how to shoot—especially how to shoot its own drill-sergeants. But in truth, as I have hinted, it is hardly fair to call the Germans uneducated, especially to call them politically uneducated. I have said many things against them in these columns; nor am I merely saying something for them when I say that their claim to a deliberate culture is justified. You do really have to teach the young idea how to shoot, if you want it to shoot nuns and nurses and tottering old men, because every normally constituted young idea, especially while it is really young, is too near to God and its mother to take to the notion. Nobody understands the nightmare the North German has spread over whole provinces of Europe who does not realise that the horror of it lies in men being tame and not in their being wild. And it is the very mildness of the ordinary Teuton that sustains massacres; if he were more fierce he might be more free. The soldier is not so much tempered like a sword, but rather made supple like a scourge. It is actually the German softness that is the scourge of the nations.

But the political education is deeper and more subtle than these simple and childish lessons; and involves more than the three R's of robbery, rape, and ruins. Among the individual Germans of a better sort, as yet unbroken (let us hope) to this murderous meekness, the unique culture can be found, with its strange secondary instincts, its queer artificial conscience. The German is, more rather than less than other Europeans, taught to take a serious social and political view of himself. The view is universal, consistent, worked out into every corner of history,

reconciled with every conclusion of science, and, at least in its effect on its pupils, convincing. It has only two slight defects—that it is entirely untrue, and that it is entirely incompatible with the rational existence of anybody else. But it is straining words to call it uneducated. If a child in Snooksville, U.S.A., were able to recite long and elaborate genealogical tables, tallying with all the dates and dynasties of the world, to prove he had a right to the estate of North and South America, he would probably be an unpleasant child; but I doubt if we could (in our warmest immediate irritation) correctly call him an uneducated child. If a little boy in Tooting could pass an examination in all his own monarchical prerogatives and constitutional limitations, in his capacity as Emperor of the World, we might think him an alarming little boy, and possibly one requiring medical attention. But we could hardly say he had enjoyed no political education. The Teuton is wrong because

their nobles in links of iron. But a clockwork view of the cosmos turns the mind itself into clockwork; and modern Germans find something more stringent than any superstitions in that materialism which can bind their kings in chains of causation and their nobles in links of logic.

Dr. Dernburg is himself a Jew, probably a Monist; and when he talks about education he probably means education in this sort of Monism. But anyhow, it is exceedingly unlikely that Dr. Dernburg suffers from a mystical and romantic devotion to the divine Emperor. As long as the German cause was supported, not by divine right, but by an exceedingly terrestrial kind of might, he was ready to flatter all its pretensions, to assist all its plots, to condone every brutality, and to endorse every lie. He abused the hospitality of America; he poisoned the neutrality of America; he never showed the smallest respect for the legitimate peace of America. When he finds Germany in a minority, it begins to dawn on him that she might possibly also be in the wrong. Then he rises in radiant impudence and "regrets" that the bad education of Germany led her to cross the path of "a world which desired peace." This cold-blooded, cosmopolitan rat "regrets" that the bad education, which he did his best to spread, has at least aroused the anger of a peaceful world which he persistently declared to be a wantonly warlike world.



AFTER A MEETING OF THE IMPERIAL WAR CABINET: A GROUP IN THE GARDEN OF No. 10, DOWNING STREET, THE PREMIER'S RESIDENCE. In the front row, from left to right, are seated: Mr. Arthur Henderson (Minister without Portfolio), Lord Milner (Minister without Portfolio), Lord Curzon (Lord President of the Council), Mr. Bonar Law (Chancellor of the Exchequer), Mr. Lloyd George (Premier), Sir Robert Borden (Minister of Canada), Mr. W. F. Massey (Premier of New Zealand), and General Smuts (Minister of Defence, South Africa). In the middle row are: Sir S. P. Sinha (first native Member of Viceroy's Council, India), the Maharajah of Bikanir (representing the Ruling Princes of India), Sir James Meston (Lieutenant-Governor of United Provinces of Agra and Oudh), Mr. Austen Chamberlain (Secretary for India), Lord Robert Cecil (Minister of Blockade), Mr. Walter Long (Colonial Secretary), Sir Joseph Ward (Finance Minister, New Zealand), Sir George Perley (Minister of Canadian Overseas Forces), Mr. Robert Rogers (Canadian Minister of Public Works), and Mr. J. D. Hazen (Canadian Minister of Marine). In the back row are: Capt. L. S. Amery, M.P., Admiral Jellicoe (First Sea Lord of the Admiralty), Sir Edward Carson (First Lord of the Admiralty), Lord Derby (Secretary for War), Major-General F. B. Maurice (Director of Military Operations, Imperial General Staff), Lieut.-Col. Sir M. Hankey (Secretary to Committee of Imperial Defence), Mr. Henry Lambert (Secretary to the Imperial Conference), and Major Storr (Assistant Secretary).—[Photograph by Bassano.]

he is taught wrong, not because he is untaught. The matter is worth mentioning, because it corrects the endless credulity of moderns about some conjuring trick which they call Education. It may remind them how futile it is to ask whether people are taught, without asking what they are taught. Last, but not least, it is quite a mistake to suppose, as some people seem now to be supposing, that the danger of this German education consists merely in the fact that the German is taught to worship the Kaiser. We talk of the Kaiser claiming God as his partner and the giver of his divine right to rule; but there is many a German who disbelieves in both those two authorities, and who thinks himself much more divine than either. And even for the feeble rank and file, no discipline produced by believing in divine right is so dead as that produced by believing in destiny. Irreligion generally involves a belief in destiny; while it needs some sort of religion to believe in divine right, and another sort of religion may defy it. If the Stuarts appealed to divine right, the Puritans discovered an equally divine right to bind their kings in chains and

for one, decline to trust a liberal Germany, if Dr. Dernburg is a liberal German. I will not put my faith in a German revolution in Dr. Dernburg's favour, or support immediate peace with a German Republic of which Dr. Dernburg might possibly be the President. I do not want people, even Germans, to be politically educated into Dernburgs, or even to desire peace as a Dernburg desires it. A mere triumph of German education over German militarism will not remove the peril—for their education is more immoral than their militarism. We cannot trust the type of a cynical and brutal time-server, merely because he sees that time has now turned against all the other tyrants he has served. We cannot stake all upon the sort of German who has been a traitor to his rivals and a traitor to his hosts, merely because he ends by being a traitor to his king. We shall all rejoice if the remains of common-sense and Christian tradition in Germany can ever cause the spread of real spiritual revolution. But the spread of "political education" might only give us fresh reason for confounding their politics, and yet more knavish tricks to frustrate.

Dr. Dernburg is in favour of what is called a liberal Germany: perhaps he would patronise a revolution, or condescend to be President of a Republic. Now I,



## The Suppression of German Plots in Persia: Arrested Intriguers under Russian Escort.



1. GUARDED BY RUSSIAN MOUNTED TROOPS: GERMAN INTRIGUERS IN PERSIA UNDER ARREST AT ISPAHAN.

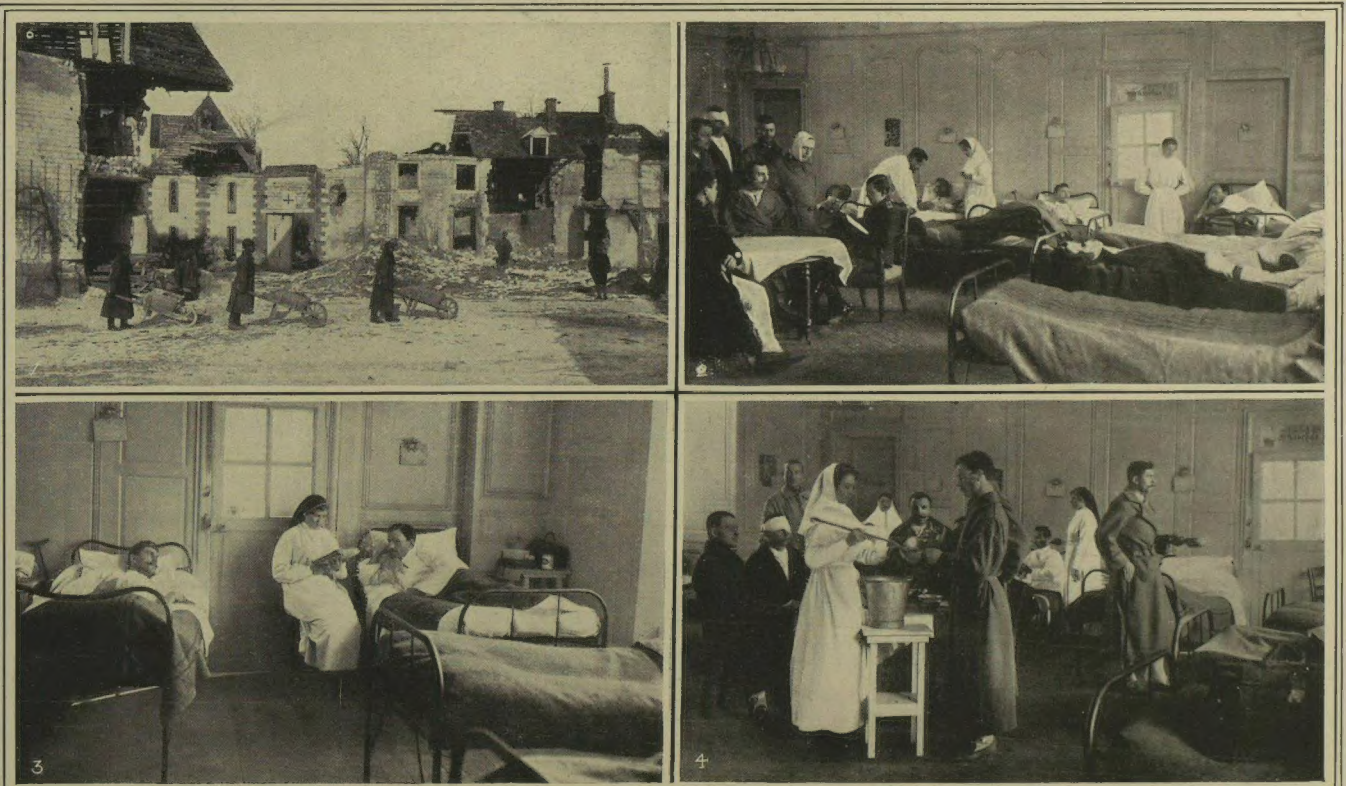
2. DRIVING TO ISPAHAN UNDER A MOUNTED RUSSIAN GUARD: ARRESTED GERMAN PLOTTERS IN PERSIA.

3. ON THEIR WAY TO RUSSIA TO BE KEPT OUT OF MISCHIEF: A GROUP OF GERMAN PLOTTERS IN PERSIA GUARDED BY RUSSIAN MOUNTED TROOPS.

With reference to these photographs, which have just arrived from Ispahan, our correspondent writes: "The German prisoners, or, rather, intriguers, in Persia, and their satellites, have now all been arrested and will be sent to Russia till the end of the war."

The photographs show the officers (in the carriages) and others (on foot) being brought into Ispahan escorted by mounted Russians. They were arrested by the British in Shiraz and brought part of the way and then handed over to the Russians."

## The Red Cross and a German Outrage: A Russian Hospital in France Destroyed by Bombs.



1. WRECKED BY GERMAN AIR-BOMBS DESPITE THE RED CROSS ON ITS ROOF: A RUSSIAN HOSPITAL IN CHAMPAGNE.

2. THE FIRST WHOLLY RUSSIAN HOSPITAL ON THE FRENCH FRONT: A SURGEON READING A PETROGRAD PAPER TO HIS PATIENTS.

3. IN A RUSSIAN HOSPITAL IN FRANCE: A NURSE READING NEWS OF THE RUSSIAN REVOLUTION TO WOUNDED OFFICERS.

4. TEA-TIME IN A RUSSIAN HOSPITAL IN FRANCE: A NURSE SERVING OUT TEA TO THE WOUNDED MEN.

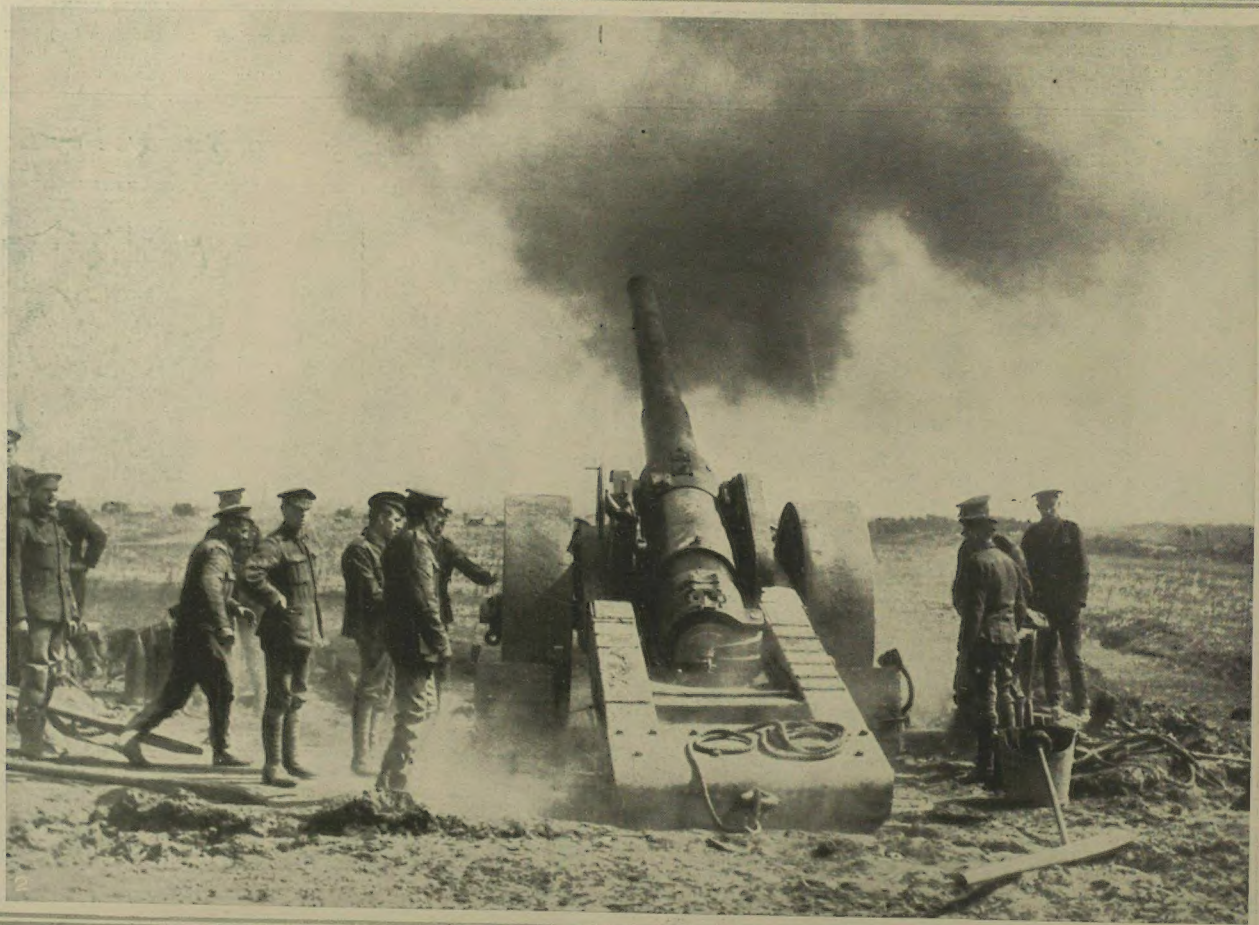
The Red Cross is as little sacred to German airmen as it is to German submarines. Eloquent testimony to the fact is afforded by the first of the above four photographs, showing the wreckage of a Russian hospital in Champagne, on which bombs were dropped

from a German aeroplane, in spite of the huge Red Cross painted on the hospital roof. The others were taken in the first hospital on the French front managed by Russians. The Russian brigade in France has been fighting on the Aisne.—[Photographs by L.N.A.]



## BRITISH NAVAL GUNS ON THE WESTERN FRONT: IN ACTION.

CANADIAN WAR RECORDS PHOTOGRAPHS.



1. BOMBARDING AT LONG RANGE FROM IN REAR OF OUR INFANTRY TRENCHES: TWO BIG-CALIBRE NAVAL GUNS AN INSTANT AFTER FIRING A SALVO.

The two naval guns shown in the upper illustration in action during a recent battle on the Western Front are firing at nearly extreme range—at "targets" several miles distant—as is indicated by the angle of elevation of their muzzles. In advance of them are the trenches occupied by our infantry, who are awaiting the cessation of the shelling and the "lifting" of the range still further forward, to attack. One line of trenches is seen in the background of the illustration. Not a man's head is showing, but for

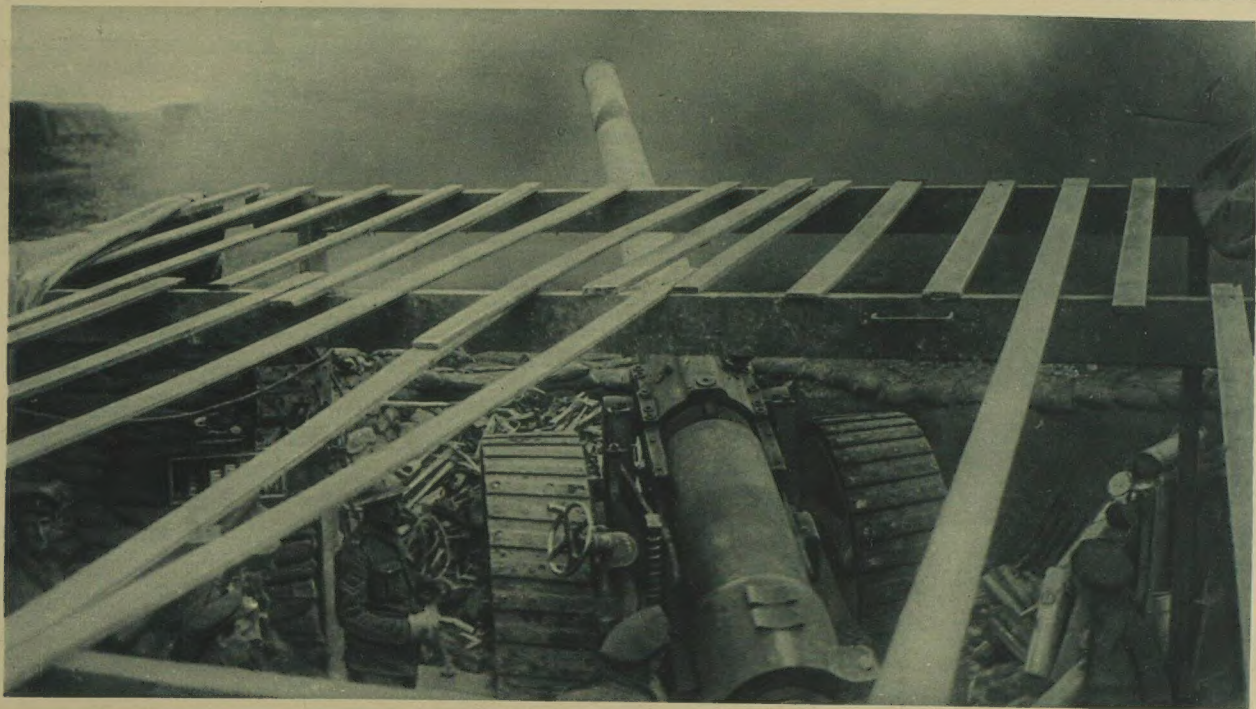
2. A BIG NAVAL GUN ON THE BATTLEFIELD ON ITS ARMY SERVICE MOUNTING AND SPECIALLY STRENGTHENED GUN-CARRIAGE: AT THE MOMENT OF DISCHARGE.

all that, the men are there, while high overhead the shells curve until they drop at a steep angle of descent on the enemy's lines, the exact range of which has been laid down by the map. The lower illustration gives an idea of what giant weapons our naval pieces on the Western Front are, as shown by the bulky, massive construction of the heavy trail at the rear of the gun-carriage, and the ponderous, steel-framed wheels of the gun-carriage with their broad and flat tyres to prevent the wheel surface sinking.



## BRITISH NAVAL GUNS ON THE WESTERN FRONT: IN ACTION.

CANADIAN WAR RECORDS PHOTOGRAPHS.



1. AT THE MOMENT OF FIRING—JUST AS THE SHELL HAS LEFT THE GUN: GAS-VAPOUR AND SMOKE AFTER A SHOT.

2. GETTING READY FOR THE NEXT ROUND: A GUN-TEAM LOADING THEIR PIECE—EACH MAN'S PART.

The gun in the upper illustration is seen at the moment of firing, or instantly afterwards, while the gas-vapour and smoke of the discharge still curl and wreath a little way in front of the muzzle. The "smokeless" powder used universally on sea and land is by no means invisible, but its density is as nothing compared with the heavy rolling fog-cloud from ordinary "black" powder. The frame-timbering over the gun serves for supporting, when required, an anti-aircraft observation-screen of branches, or turf,

according to the most characteristic natural cover available on the spot; or for a tarpaulin or canvas wet-weather awning. In the lower illustration we have a naval gun-team in action, at work loading their gun. One of the men has swung open the breech. Another holds a shell. A third member (close in the foreground) holds the rammer in readiness to adjust the shell in place inside the chamber. A fourth man (seen to the right) has the cartridge, or charge, ready for slipping in as soon as the shell is "home."



# "WE HAVE ALSO CAPTURED 257 GUNS AND HOWITZERS: GERMAN GUNS AND EMPLACEMENTS IN BRITISH HANDS."

OFFICIAL PHOTOGRAPHS CANADIAN WAR RECORDS.



BUILT OF BRICK AND TIMBER WITH AN IRON-ARCHED ROOF: A CAPTURED GERMAN GUN-EMPLACEMENT IN FARBUS WOOD.



SHOWING THE REMARKABLE THICKNESS OF THE CONCRETE: A CAPTURED GERMAN GUN-EMPLACEMENT NEAR THÉLUS.



SOME OF THE 227 TAKEN IN APRIL: A FEW OF THE GERMAN TRENCH-MORTARS CAPTURED IN THE FIGHTING NEAR ARRAS.



ANOTHER EXAMPLE OF SOLID GERMAN CONCRETE: A CAPTURED 8-INCH NAVAL GUN IN ITS EMPLACEMENT AT FARBUS.



PUT OUT OF ACTION BY A DIRECT HIT: A GERMAN 5.9-INCH GUN SHATTERED IN ITS EMPLACEMENT.



ANOTHER TYPE OF CONCRETE EMPLACEMENT BUILT ABOVE GROUND: A GERMAN GUN CAPTURED BY THE CANADIANS IN FARBUS WOOD.

The remarkable strength and solidity of the concrete emplacements built by the Germans for their position-guns is well illustrated in these photographs. In an official despatch issued from the British Headquarters, some very encouraging figures were given. "During the month of April 1917," it was stated, "we have taken in the course of our offensive operations 19,343 German prisoners, including 393 officers. In the same period we have also captured 257 guns and howitzers, including 98 heavy guns and howitzers, 227 trench-mortars, and 470 machine-guns. . . . In addition to those captured by us, many of the enemy's guns, howitzers, trench-mortars, and machine-guns have been destroyed by our artillery fire." The villages of Farbus and Farbus Wood, where some of the above photographs were taken, lie about five miles north-north-west of Arras, just beyond Vimy Ridge.

In the account of the capture of the Ridge issued by the Canadian War Records Office, we read: "The final stage of the attack of the troops on the right was now made. They passed through the wide belts of enemy wire which fringed the plateau, by way of wide gaps torn by our heavy artillery at fixed intervals. So they issued on the eastern slopes of Vimy Ridge—the first Allied troops to look down upon the level plain of Douai since the German occupation in 1914. They saw the villages of Farbus, Vimy, and Petit Vimy at their feet, and beyond these the hamlets of Willerval, Bailleul, Oppy, and Méricourt. They pressed on to Farbus Wood and Goulot Wood, and possessed themselves of several hostile batteries and much ammunition."



## SCIENCE AND NATURAL HISTORY



NECROMANCY: THE SUPPOSED SPIRIT OF HER WIFE COMING UP TO FORT FREDERICK (CAPTAIN BATHURST).



RITES WHICH PRECEDED PROPHECY: DRUIDS OFFERING HUMAN SACRIFICES



MAKING A CONTACT WITH SATAN: SPIRIT-SEERS ENGAGED IN CALLING UPON THE EVIL ONE FOR AID.

## SCIENCE JOTTINGS.

## THE SAVING OF BREAD.

THERE can be no doubt that in one very important particular the food-supply of this country is already short, and has every chance of becoming shorter. Of meat there is plenty for present needs, and the consumption of it has fallen off enough since the first notes of alarm were sounded to show that the population is fully alive to the necessity for economising in this respect. Vegetables are scarce, but not yet unattainable; and, with the approach of more genial weather and the greater attention given to their production, there is fair hope of a substantial increase before very long in the quantity sent to market. The scarcity of sugar has for some time been due to artificial rather than to natural causes, and the Government are said to have lately taken means to increase the supply. It is, then, only with regard to bread that there is any great cause for anxiety, and the recent announcement of the Food Controller shows us this so plainly that there is no need to waste time by inquiring into the circumstances that have led to it. Unless the public can within the next six weeks reduce their consumption to two-thirds of its present figure, says Lord Devonport in effect, it will be necessary to resort to compulsory rationing, and bread-tickets have already been printed in preparation for it.

This, then, is the problem with which we find ourselves confronted; and at first sight its solution seems easy enough. The Food Committee of the Royal Society calculated some time ago that the weekly consumption of bread in this country in the days before the war only worked out at  $5\frac{1}{2}$  lb. per head, yet Captain Bathurst has lately said that it is now 6 lb., instead of the 4 lb. desired by the Food Controller. The increase is probably due not so much to the lessened consumption of meat as to the millions of men taken up for the fighting services and for hard manual labour in occupations connected directly or indirectly with the war. With regard to the actual soldier, the authorities are doing what they can to lessen his bread ration and to provide him with substitutes; but it is doubtful whether much real saving of bread-stuffs can be effected in this way. With the majority of manual labourers

of the amount of bread they consume is possible except in the last resort. It is, therefore, on the remainder of the civil population—that is to say, on the sedentary or black-coated class and the wives and children of all classes—that the burthen of saving must chiefly fall.

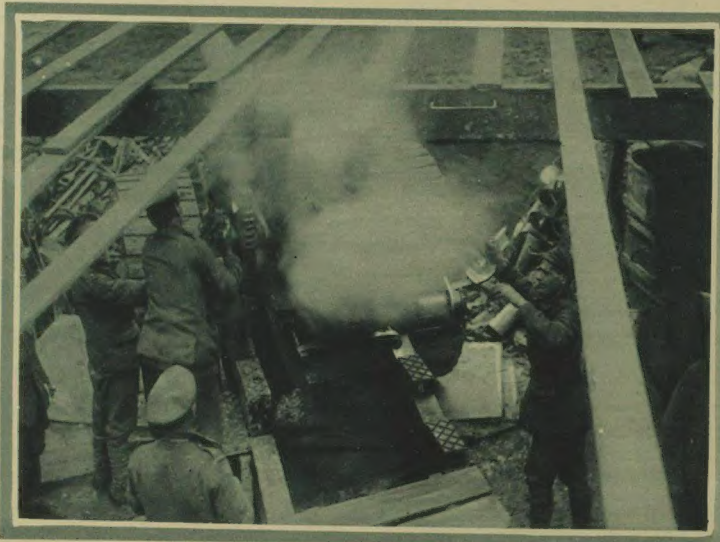
What, now, can this large and long-suffering class give up? Early tea, which can never be a necessity for those who rise, as most of us do,

tea generally suppose that they require. At breakfast 2 oz. of bread (weighed before toasting)—which is, we have been told, equal to a slice 4 inches long, 2 inches wide, and  $1\frac{1}{2}$  inches thick—may be taken, the same quantity at lunch, and the same at dinner or supper. If afternoon tea be not abolished altogether—as it might be with great advantage—no solid food should be taken with it, which would make it possible for those who are used to it as a brain stimulant to sip it at their desk or counter, and thus to save the many half-hours wasted by those who look on it as an opportunity for more or less aimless conversation. Thus no one would consume more than 6 oz. of bread a day, or 2-3 lb. a week, leaving a margin of 5-8 lb. of bread, or its equivalent in flour, for consumption in the form of puddings or pie-crust, the total even then being exactly half what Captain Bathurst says the average man is now consuming. Were everyone thus to restrict himself or herself, it is plain that the nation's supply of bread-stuffs would last just twice as long as it would under present conditions.

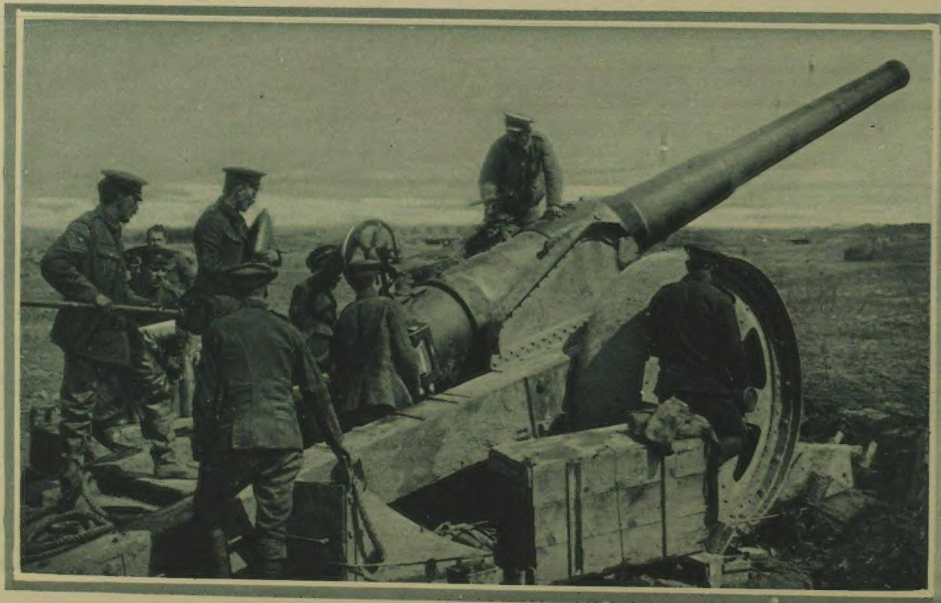
Two things there are to be said as to this method of helping to eke out the nation's food. Let no one think that their health is in any way likely to suffer from this restriction of what has hitherto been, their staple food. The quantity given above amply provides the quantity of calories that it is advisable to draw daily from this particular article of diet; and, as bread is not the most digestible thing in the world, those troubled with weak

digestions will probably find themselves all the better for "going light" on this part of their food. The other thing to remember is that the bread should always, if possible, be toasted. The reason for this is that porridge, rice, and the other soft foods consisting mainly of carbohydrates which the careful housewife provides as substitutes for bread, are all so easily swallowed that they are sure to be imperfectly masticated, and therefore descend into the stomach in a state which is apt to give rise to the formation of gas and other disagreeable concomitants of dyspepsia. No one, however, can bolt unchewed pieces of toast without giving himself immediate pain, and its addition to a meal therefore ensures that the food taken with it reaches its

F. L.



WITH THE CANADIANS ON THE WESTERN FRONT: OPENING THE BREECH OF A LARGE NAVAL GUN AFTER FIRING.—[Canadian War Records. Copyright Reserved.]



WITH THE CANADIANS ON THE WESTERN FRONT: ABOUT TO FIRE A LARGE NAVAL GUN. Canadian War Records. Copyright Reserved.

in this country, where practically all sleep away from their work—and have, therefore, to rely upon some easily portable form of cooked food—no great reduction

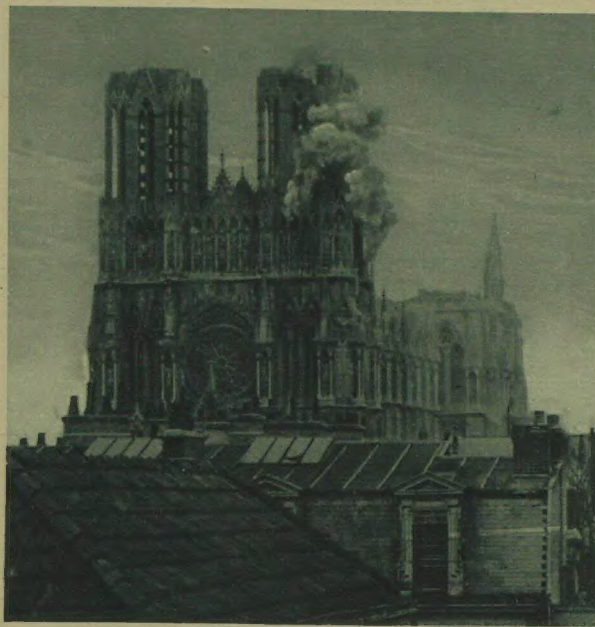
not earlier than seven and breakfast not later than nine, does not really require with it any bread, toast, biscuits, or any food into which cereals enter at all. Their place should be taken by fruit for those who can afford it, or left

perhaps, their staple food. The quantity given above amply provides the quantity of calories that it is advisable to draw daily from this particular article of diet; and, as bread is not the most digestible thing in the world, those troubled with weak

digestions will probably find themselves all the better for "going light" on this part of their food. The other thing to remember is that the bread should always, if possible, be toasted. The reason for this is that porridge, rice, and the other soft foods consisting mainly of carbohydrates which the careful housewife provides as substitutes for bread, are all so easily swallowed that they are sure to be imperfectly masticated, and therefore descend into the stomach in a state which is apt to give rise to the formation of gas and other disagreeable concomitants of dyspepsia. No one, however, can bolt unchewed pieces of toast without giving himself immediate pain, and its addition to a meal therefore ensures that the food taken with it reaches its destination mixed with a reasonable quantity of the saliva without which no digestion can be healthy or normal.



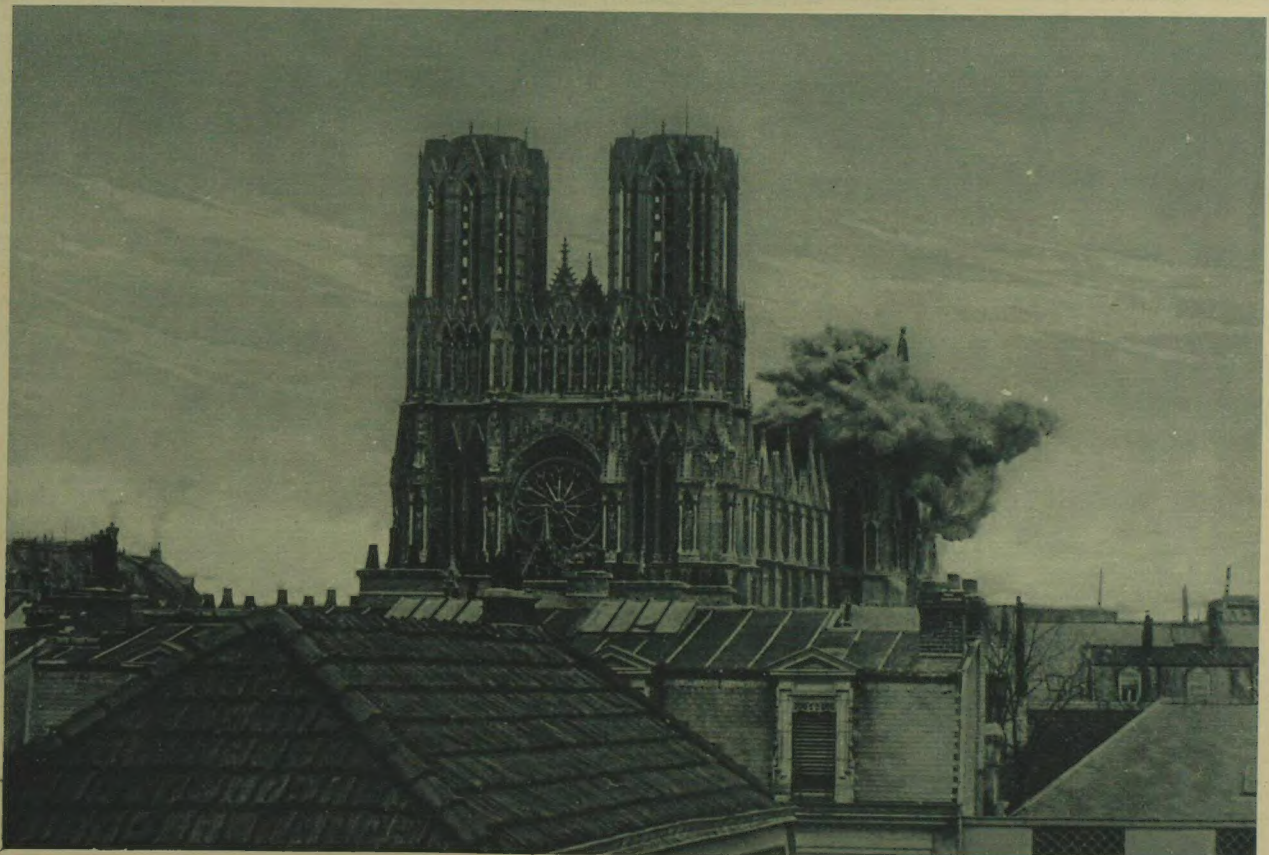
# THE MARTYRDOM OF RHEIMS: THE WITNESS OF THE CAMERA.



THE DELIBERATE GERMAN BOMBARDMENT OF RHEIMS CATHEDRAL:  
A BIG SHELL STRIKING THE SOUTH TOWER.



TWO GERMAN SHELLS BURSTING AT ONCE ON THE CATHEDRAL:  
ONE ON THE SOUTH TRANSEPT AND ONE ON THE APSE.



"A GERMAN BATTERY WAS BOMBARDING THE CATHEDRAL, SYSTEMATICALLY AND EXCLUSIVELY, BY A SLOW, PRECISE FIRE AT REGULAR INTERVALS":  
A BIG SHELL BURSTING ON THE TRANSEPT.

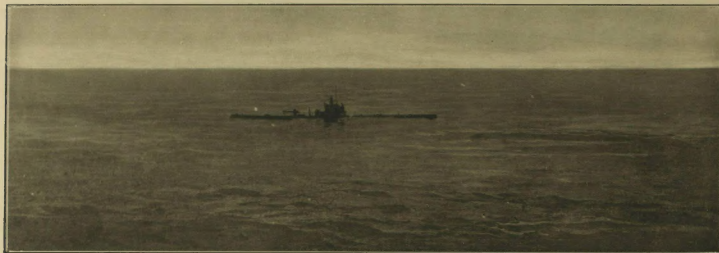
The deliberate bombardment of Rheims Cathedral represents the acme of German vandalism. A French officer who visited the city recently writes: "Chance took me to Rheims to-day (April 19), at the moment when a German battery of 130-mm. guns was bombarding the Cathedral systematically and *exclusively*, with a slow and very precise fire at regular intervals. I saw three shells fall on the apse and one on the South Tower, hitherto intact." After quoting this description, our Paris contemporary, "L'Illustration," continues: "It is not only shells of 130 mm. that the Barbarians are throwing on to

Rheims Cathedral, but those of 305-mm. calibre. There is direct evidence of it in the shell-bases piled at the foot of the great ruin, and in these three photographs, which one cannot look at without a pang of distress and a thrill of indignation. A German journalist has tried to justify the bombardment of Rheims on military grounds. These three illustrations show that it is at the Cathedral alone that the enemy aims. Moreover, the Cathedral has never, at any moment, played the least part in the defence of Rheims. Within the last few days, Cardinal Luçon, in his protest, has solemnly testified to that."

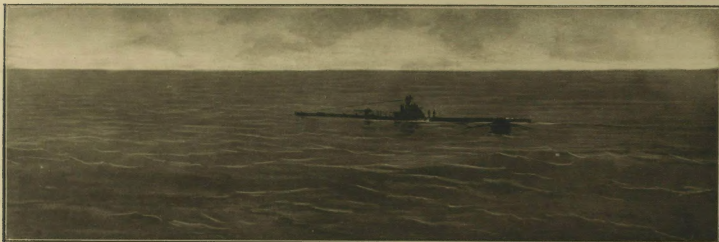


## THE TACTICS OF HIGH SEA PIRACY: A GERMAN

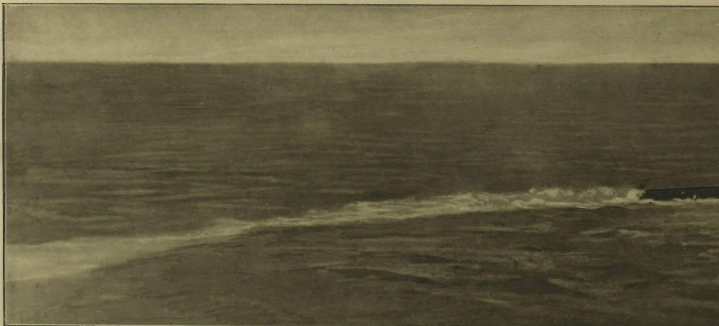
PHOTOGRAPHS SUPPLIED BY



AS SEEN FROM THE DECK OF A SHIP THAT SHE HAS STOPPED: A GERMAN SUBMARINE ON THE SURFACE.



SHOWING A SMALL BOAT SENT FROM THE ARRESTED SHIP, WITH HER PAPERS FOR INSPECTION: THE SUBMARINE FROM THE OTHER SIDE.



SUBMARINE UNDER WAY ON THE SURFACE: THE ARRESTED VESSEL'S VIEW OF THE U-BOAT.

It need hardly be recalled that the general policy now pursued by German submarines is to sink on sight and without warning any vessel found in certain waters, with tragic results, for the unfortunate victims on board the torpedoed ship, of a kind illustrated in a double-page picture in this number. Elsewhere it may possibly suit the enemy's interest, on occasion, merely to stop a ship, as in this case, and, if her papers are satisfactory from the German point of view, allow her to proceed on her course. We do not know where these particular photographs were taken. Some interesting remarks on the latest U-boats and their ways in general were made recently by the well-known naval expert, Mr. Archibald Hurd. "The type of submarine employed," he writes, "is not a 'small boat,' but a big vessel requiring no base for supplies, and operating for weeks on end in deep water, where nets and other devices,

## SUBMARINE'S METHODS OF HOLDING UP A SHIP.

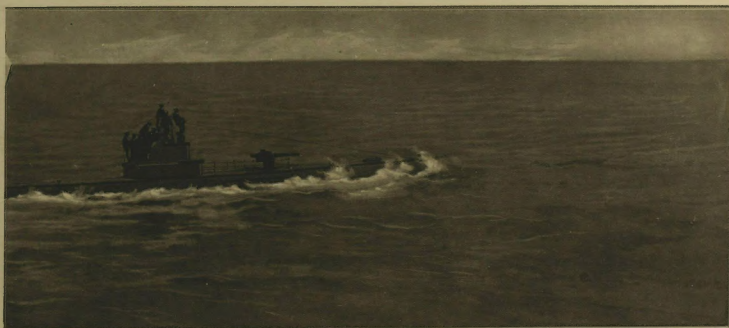
ILLUSTRATIONS BY



WITH SOME OF HER CREW ON THE CONNING-TOWER, AND A GUN ON DECK: A CLOSER VIEW OF THE SUBMARINE.



TAKING THEIR SHIP'S PAPERS TO THE SUBMARINE: MEMBERS OF THE CREW, WEARING CORK JACKETS, PUTTING OFF IN A SMALL BOAT.



AS IT LEAVES HER AFTER HAVING GIVEN HER PERMISSION TO PROCEED ON HER COURSE.

employed earlier in the war, are useless. Each submarine mounts two 4½-inch guns, firing a shell of 34 lb. It also carries a most efficient type of torpedoes, which can be fired with deadly accuracy at a range of a mile or more when the submarine is submerged. . . . The submarine, moreover, has a surface speed as high as 17 knots, about equivalent to that of an ordinary passenger train, and submerged the submarines travel at 10 or more knots. The merchant ship is slow; many of them do not travel more than 5 knots, and few exceed 15. . . . In many cases officers and men never catch a glimpse of the under-water craft, but know of the attack only by the shock of the torpedo's explosion. . . . The problem of combating the menace lies, then, in the development of the submarine . . . into a large and comparatively swift vessel with all the capabilities of a cruiser—guns as well as torpedoes."



# TORPEDOED WITHOUT WARNING: A TRAGEDY CONSEQUENT ON GERMANY'S MURDEROUS SUBMARINE PIRACY.

FROM THE PAINTING BY CHARLES PEARL. COPIED IN THE UNITED STATES AND CANADA.



## THE REAL SUFFERERS BY THE SUBMARINE MENACE: MEN ON BOARD A BRITISH STEAMER OVERWHELMED BY THE EXPLOSION OF A TORPEDO.

Describing the details of his picture, Mr. Charles Pearl writes: "The men working in the waist, deafened by the loud crash, feel a sickening heave. The next thing they realize is that the well-deck is full of water and a cataract is falling on them. Planks of wood, iron plates, derrick-booms, and mast fittings are scattering death and injury." Such are the scenes of tragedy which the German policy of wholesale murder on the ocean makes of occasional occurrence on board Allied and neutral ships, whose brave crews risk such a fate every time they put to sea. Discussing the submarine menace, in relation to the food question, Lord Curzon in a recent speech took a fairly hopeful view of the matter. "It is a formidable menace," he said. "We know that the Germans have pinned their whole faith to the prosecution of this submarine campaign. They

believe, and they have told their people to believe, that within a few weeks—the date has actually been published—they will succeed in starving this country and our Allies into surrender. I believe, nay, I am convinced, that they are wrong. . . . It may be that they will drive us to compulsory rationing. I think myself that compulsory rationing in all probability will come. I even think that it ought to come. . . . But I do not think there is the slightest cause for panic or real alarm. In our calculations in the Cabinet we make allowances for wastages of our shipping even greater than those which have already taken place, and I do not myself think that it will be found, in practice, even if this menace obtains greater dimensions than it has yet reached, that it will affect the ultimate issues of the war."



# WITH THE GRAND FLEET AT BATTLE-PRACTICE AT SEA: PREPARING FOR ACTION BY DAY OR BY NIGHT.

OFFICIAL PHOTOGRAPHS.



TARGET-PRACTICE WITH THE 15-INCH GUNS OF THE "QUEEN ELIZABETH": SPLASHES AS SHELLS STRIKE THE WATER TO ONE SIDE OF THE MARK.



TARGET-PRACTICE WITH THE 15-INCH GUNS OF THE "QUEEN ELIZABETH": SPLASHES AS SHELLS STRIKE THE WATER ON THE OTHER SIDE OF THE MARK.



FRAMED OF LATTICE WOOD-WORK, AND COATED WITH CANVAS SHEETING WHEN ANCHORED IN POSITION: A REGULATION NAVAL TARGET BEING TOWED OUT.



GUN-PRACTICE AT SEA IN CASE THE GERMANS SHOULD VENTURE A NIGHT BATTLE: THE FLASH OF A 6-INCH GUN SALVO.



IN CASE OF FIRE BREAKING OUT ON BOARD DURING ACTION: A FIRE-EXTINGUISHING PARTY WITH ANTI-SMOKE MASKS.



TARGET-PRACTICE WITH THE 15-INCH GUNS OF THE "QUEEN ELIZABETH": A DIRECT "BULL'S-EYE" HIT, WELL ON THE TARGET, AS A FINALE.



SEARCHLIGHT PRACTICE ON A DARK NIGHT: A BATTLE-SHIP SWEEPING THE HORIZON ON THE LOOK-OUT—THE CLEAR-CUT BEAM AGAINST THE BLACKNESS.

How the "Queen Elizabeth's" seamen-gunners can shoot with their 15-inch guns at targets out of direct sight from the ship, all the world knows from the official statements of their marksmanship at the Dardanelles. There, on one occasion, firing over a high ridge, with an aeroplane as "spotter," a single shell hit and sank a Turkish troop-ship, while another 15-inch shell, landing in the midst of a Turkish regiment while marching on a road, annihilated the entire force. In the first three illustrations we see target-practice at visible marks in the open sea by the 15-inch guns of the "Queen Elizabeth." Targets in battle-ship practice-firing are not always necessarily directly aimed at. So many yards to either side of the mark—so many degrees of deflection to starboard or to port—may be given as the order to the gunners—as would be the case in action when aiming to hit an enemy vessel on the move and approaching

a certain spot. Also, a ship's hull of the size of the German newest Dreadnoughts offers a mark, when broadside-on, two hundred yards wide (600 feet from stem to stern of the vessel), so that shots falling within that space to either side of the target would be direct hits in action. Instruments on board ship record the exact distance from the target of each shot. The fourth illustration shows a lattice-framed target being taken out to the firing ground, lashed alongside a tug—a common sight at Spithead in the days before the war. Canvas sheeting is spread over the frame. Nos. 4 and 6 are instantaneous photographs at night, the former showing the blinding glare of the cordite charge as compared with the old style when "flashed the red artillery" of the poets. No. 5 shows men equipped in the head-gear worn in action to counteract effects of gas given off by modern explosives, and the smoke-fumes between decks in case of fire.



## AT THE ROYAL ACADEMY: MAN AND WOMAN IN WAR.



"THE BATTLE OF THE SOMME: THE ATTACK OF THE ULSTER DIVISION, JULY 1, 1916."—By JAMES P. BEADLE.



"A STRAY SHOT."—By GEMMELL HUTCHISON.



AT THE ROYAL ACADEMY: A TRAGEDY OF THE TRENCHES.



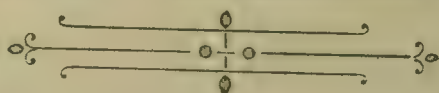
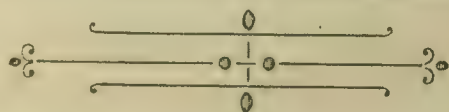
"MOTHER, MOTHER!"—By ALFRED PRIEST.



AT THE ROYAL ACADEMY: WAR PICTURES BY SEA AND LAND.



"JUTLAND, MAY 31, 1916: H.M. SHIPS 'WARSPITE' AND 'WARRIOR.'"—By W. L. WYLLIE, R.A.



"THE SUPREME SACRIFICE."—By G. E. BUTLER.

"BLOOD AND IRON."—By CHARLES E. BUTLER.



**'To CURE—is the Voice of the Past.  
To PREVENT—is the Divine Whisper of the Present.'**



## INDOOR WORKERS.

When brainwork, nerve strain, and lack of exercise make you feel languid—tired—"blue"—  
a little

# ENO'S 'FRUIT SALT'

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient for over 40 years has been the standard remedy for constipation, biliousness, impure blood and indigestion.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most dependable digestive regulator.

It is *not* from what a man swallows, but from what he digests *that* the blood is made, and remember that the first act of digestion is chewing the food *thoroughly*, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

*A Judicious Rule.*—"1st, Restrain your appetite, and get always up from the table with a desire to eat more. 2nd, Do not touch anything that does not agree with your stomach, be it most agreeable to the palate." These rules have been adopted in principle by all dieticians of eminence, and we recommend their use.

**'A LITTLE at the RIGHT TIME, is better than Much and Running Over at the Wrong.'**

ENO'S 'FRUIT SALT' IS SOLD BY CHEMISTS AND STORES THROUGHOUT THE WORLD.

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**J. C. ENO, Ltd., 'Fruit Salt' Works, LONDON, S.E.**

**BRITISH Goods** versus **Foreign Imitations**

**AERTEX**  
ON ALL GARMENTS

# AERTEX CELLULAR

for men, women and children.

AERTEX Cellular is woven to contain air, thus making it warm in winter and cool in summer. The cheap imitation fabric is simply pierced with holes, thus not retaining the protective air.

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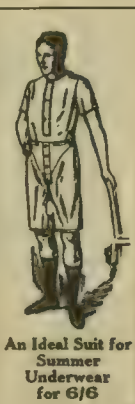
A Selection from list of Depôts where Aertex Cellular goods may be obtained:

**LONDON.**—Oliver Bros., 417, Oxford St. W.  
Robert Scott & Poultry, Cheapide, E.C.  
**BARNLEY.**—Turner & Charlesworth, Cheapide.  
**BATH.**—Cock & Sons, 22, High St.  
**BEDFORD.**—J. & A. Beagley & Co., 4, High St.  
**BELFAST.**—Anderson & McAuley, Ltd., Donegal Pl.  
**BIRMINGHAM.**—Hyam & Co., Ltd., 21, New St.  
**BLACKBURN.**—Mellor Bros., 28, King William St.  
**BLACKPOOL.**—L. Whitehead, Alnwick St.  
**BRADFORD.**—Brown, Nuff & Co., Ltd., Market St.  
**BRIGHTON.**—G. Osborne & Co., 50, East St.  
**BRISTOL.**—G. Standwick, Triangle, Cton.  
**BURNLEY.**—H. Atkinson, 51, St. James' St.  
**CAMBRIDGE.**—J. S. Palmer, 2, The Curry.  
**CARDIFF.**—E. Roberts, Ltd., 30, Duke St.  
**CARLISLE.**—J. Hught & Co., Ltd., 8 & 6, Green Market.  
**CHELTENHAM.**—Cavendish House Co., Ltd.  
**CHESTERFIELD.**—H. J. Cook, High St.  
**CORNWALL.**—W. Ryan & Co., 20, Farnham St.  
**COVENTRY.**—Hayward & Son, 17, Broadgate.  
**CREWE.**—J. R. Kline, 11, Farie St.  
**CROYDON.**—H. Ford & Newton, 122, George St.  
**DARLINGTON.**—Watt & Sons, King's Head Hill, Bldgs.

**DERBY.**—W. N. Flint, 11, James St.  
**DEVIZES.**—M. Sloper & Co.  
**DONCASTER.**—A. Gansman, 24, High St.  
**DOVER.**—J. Falconer & Sons, 17, Bench St.  
**DUBLIN.**—H. E. Taffe, 8, Up, Sackville St.  
**DUDLEY.**—W. R. & T. Mitchell, 43, High St.  
**DUNDEE.**—Draffen & Jarvis, Ltd.  
**DUNFERMLINE.**—David Gow, 6, Bridge St.  
**EASTBOURNE.**—Bibby & Co., Ltd., Terminus Rd.  
**EDINBURGH.**—Stark Bros., 3, South Bridge.  
**ETON.**—E. C. Devereux, 127, High St.  
**EXETER.**—E. Selvey, High St.  
**FARNHAM.**—H. K. Bentall, 18 & 20, Boro'.  
**FOLKESTONE.**—Lewis, Hyland & Co., 213, Queen's Rd.  
**GLASGOW.**—Pettigrew & Stephens, Saucelhall St.  
**GLOUCESTER.**—C. Morgan, Bank Bridge.  
**GRANTHAM.**—Tyrer Lynn, 20, High St.  
**GRAYSEND.**—T. Smith, 20, New Rd.  
**GRAYS.**—C. Westwood & Sons, 62, High St.  
**GREENOCK.**—Alex. Niven, 6, West Blackhall St.  
**GRIFFIN.**—J. W. Garrard, 102, Cleethorpe Rd.  
**HALIFAX.**—R. Hume, 12, Cornmarket.  
**HANLEY.**—J. E. Carhart, 38, Piccadilly.  
**HARROGATE.**—W. G. Allen & Son, 6, Prospect Crest.

**HASTINGS.**—Lewis, Hyland & Co., 213, Queen's Rd.  
**HERNE BAY.**—J. Gore & Sons, William St.  
**HOUNSLOW.**—Warren Bros., 202, High St.  
**HUDDESFIELD.**—W. H. Dawson, 22, New St.  
**HULL.**—T. Gillett, King Edward St.  
**HYTHS.**—J. C. Cole, 15, High St.  
**ILFACOMBE.**—J. Pugsley & Son, 21, High St.  
**IPSWICH.**—J. H. Grimwade & Son, Cornhill.  
**JARROW.**—H. Golder & Co., 71, Ormonde St.  
**KEIGHLEY.**—E. Pearson, 22, Low St.  
**KENDAL.**—R. W. & T. K. Thompson, 44, Finkle St.  
**KING'S LYNN.**—Jones & Dunn, 20, Market Place.  
**KINGSTON-ON-T.**—P. Harrison, 10, Thames St.  
**LANCASTER.**—R. Stanton, 17, Cheapide.  
**LEAMINGTON.**—Nevill Strange & Co., Parade.  
**LEEDS.**—H. H. & Co., Ltd., 42, Baggate.  
**LEICESTER.**—T. E. Snowden, 6, Colliery Gate.  
**LEIGH LANC.**—W. Lee, Broadhawgate.  
**LIVERPOOL.**—Watson Park, 16, Nth John St.  
**LIAMUDD.**—H. A. Shilton, Lloyd St.  
**LONDONDERRY.**—Irwin & Co., Ltd.  
**LIVINGTON.**—Elliot & Son, High St.  
**MAIDSTONE.**—H. Taylor, 24, West St.  
**MANCHESTER.**—J. Hynd, 107, Oxford Rd.

**MANSFIELD.**—J. C. Bradley & Co., Church St.  
**MEXBORO.**—R. Brown, 47, High St.  
**MIDDLESBORO.**—A. W. Foster, 74, Linthorpe Rd.  
**MORCASTER.**—Banks Bros., West End House.  
**NEWCASTLE-ON-T.**—Emerson Robson, 74, Grey St.  
**NEWCASTLE (STAFFS).**—Henry White.  
**NOTTINGHAM.**—Dixon & Parker, Ltd., Lister Gate.  
**OXFORD.**—W. E. Fayers, 12, Queen St.  
**PLYMOUTH.**—Parker Bros., 12, Bedford St.  
**PORTSMOUTH.**—E. C. Bentall, 102, High St.  
**PRESTON.**—R. Lawson & Sons, 121, Fishergate.  
**READING.**—Reed & Sons, Ltd., 22, Broad St.  
**ROTHERHAM.**—F. Gilling, College St.  
**SALISBURY.**—L. L. & Son, 1, Canal.  
**SHEFFIELD.**—Temple Bros., 45, High St.  
**SHEFFIELD.**—J. B. Eaton, Ltd., Angel St.  
**STOCKPORT.**—W. C. Fleming, 10, Underbank.  
**STROUD.**—W. H. Gillman, 1, King St.  
**TAUNTON.**—T. Harris, 7, North St.  
**TORQUAY.**—J. P. Bockley, Ltd., 40, Fleet St.  
**WALSALL.**—F. W. Longmore, 14 & 20, Park St.  
**WESTON-S.-MARE.**—E. H. Haxworth & Co., 31, High St.  
**WOLVERHAMPTON.**—A. Hall, Queen Square.  
**YORK.**—Anderson & Sons, 11, Coney St.



An Ideal Suit for Summer Underwear for 6/6



Aertex Cellular Day Shirt, from 5/-



## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY HASSANO, LAMBERT WESTON, VANDYK, WYNDHAM, LAFAYETTE, ELLIOTT AND FRY, AND LANGFIRE.



MAJOR JOSEPH L. DENT,  
D.S.O., M.C.,  
S. Staffs Regt. Son of late  
Mr. J. H. Dent, and of Mrs.  
Dent, Edgbaston. Awarded  
D.S.O. early in the war.



LIEUT. G. L. F. MACKAY,  
Leinster Regt. Son of Mrs.  
Mackay, Brook Green, W.  
Killed in action.



CAPT. J. W. WOODS, M.C.,  
King's Own Yorkshire L.I.  
Has been officially reported  
killed in action.



MAJOR  
CORDON-STEWART,  
W. Yorks Regt. Son of  
Col. C. S. and Mrs. Gordon-  
Steward, Nottingham House,  
Dorchester.



2ND LT. V. F. H. HUGILL,  
Despatch rider, att'd. R.E.  
Son of Dr. C. F. Hugill, of  
Balham.



CAPTAIN  
E. W. COULSON-MAYNE,  
Bedford Regt. Son of Mr. Eric  
Mayne, the well-known actor

CAPTAIN W. BRUCE MACCULLOCH,  
Highland L.I. Son of late Mr. W. Macculloch,  
Toronto, and stepson of Major-Gen. Van  
Straubenzee, R.F.A.



LIEUT. PAUL B. WOOD,  
Royal Fusiliers. Has been offi-  
cially reported as being killed in  
action.



CAPT. LEONARD N.  
ROGERS, F.S.I., F.A.I.,  
Son of late Mr. W. B. Rogers,  
J.P., Westgate-on-Sea.



LIEUT. C. A. HAYLOR,  
Middlesex Regt. Son of late  
Mr. Robert Haylor, of Willes-  
den, and of Mrs. Haylor.



CAPT. AND ADJT. L. C.  
NOTT, M.C.,  
Son of late Mr. L. P. Nott, and  
of Mrs. Nott, Stoke Bishop.



BRIG.-GEN. F. J. DE CEX,  
C.B., C.M.G.,  
Son of late George F. De Cex. Fought in  
S. Africa; Despatches, 2 medals, 5 clasps.



LIEUT.-COL. J. WALKER  
NOTT, D.S.O.,  
Gloucester Regt. Son of Mrs.  
Nott, Stoke Bishop.



2ND LIEUT. GEOFFREY E.  
HALL,  
Norfolk Regt. Son of Mr.  
Frederic E. Hall, Redbourn.



SERG. J. S. CAVALIER,  
Australian Exped. Force.  
Son of Rev. E. D. Cavalier,  
Wramplingham.



2ND LIEUT. E. HAROLD  
ASPDEN,  
Queen's (R. W. Surrey) Regt. Son  
of Mr. Hartley Aspden, Streatham.



CAPT. ALBERT F.  
BLACKIE,  
Highland L.I. Son of Mr.  
J. J. Blackie, Glasgow.



LIEUT.-COL. E. WOODMAN  
LEONARD, D.S.O.,  
Canadian Field Artillery. Officially  
reported killed in action.



2ND LT. E. GUY RACINE,  
Liverpool Regt. Has been  
officially reported as killed  
in action.



LIEUT. C. P. ASBURY,  
R.N.V.R. Son of Mr. and Mrs.  
P. G. Asbury, of Park Avenue,  
Wood Green. Killed in action.



2ND LIEUT. A. N. DALY,  
N. Staffordshire Regt, att'd.  
York and Lancaster Regt.  
Killed in action.



MAJOR JOHN BROOKE CUNLIFFE,  
Northants Yeomanry. Son of late Capt.  
E. Brooke Cunliffe, and of Mrs. Cunliffe,  
Petton Park, near Shrewsbury.



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HARRODS have a superb stock of Easy Chairs and Settees, and being the actual manufacturers can guarantee the Quality and Value offered.



CARVED Mahogany Easy Chair, spring-stuffed, with down seat, and back cushions in black ground striped tapestry. A thoroughly well made, comfortable and artistic chair

**£13 15 0**

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Burberry  
Garment  
is labelled  
"burb-rrys."

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Military  
Catalogues  
Post Free.



Both coats are thoroughly practical in design, and made in the Burberry material chosen by Sir Ernest Shackleton for all his Polar Expeditions.

Proofed by Burberry's special process, this cloth ensures effective protection against torrents of rain, or piercing winds, without the aid of any heat-condensing fabric—such as rubber or oiled-silk—that would make it enervating and injurious to health.



**Officers' Complete  
Kits in 2 to 4 Days  
or Ready for Use.**

#### THE BURFRON

Fastens on an entirely new principle. It winds round the figure without leaving openings anywhere to admit wet or wind, and is held together securely by a button at the neck. A belt is not necessary, but has two advantages: (1) it snugs the coat down in cold, blustering weather; and (2) gives it a smart Service appearance and finish.

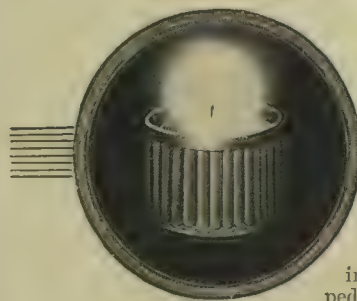
**SERVICE  
WEATHERPROOFS**  
During the War  
**BURBERRY'S CLEAN  
AND RE-PROOF**  
Officers' Burberry's,  
Tielocks, Burfrons,  
and Burberry Trench-  
Warms in 21 days  
**FREE OF CHARGE.**

#### BURBERRY TRENCH-WARM

Designed in two parts, which can be worn separately or together, thus supplying the services of three coats in one garment. The outside alone, a Weatherproof that turns any wet that an oilskin will; the Fleece lining, a capital British Warm; and the two together, the staunchest defence possible against the hardships of campaigning.

**BURBERRY'S HAYMARKET LONDON**  
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## "Safety First!"



The watchword of the day—"Safety First!" Safety in the streets; safety for the pedestrian.

But what of safety in the home? The cry of the child in the darkness of night—the hurried striking of the match—the nearness of the flame to flimsy draperies—the danger of the smouldering match-end

How much more sensible to have a Night Light burning through the darkest hours—a light not obtrusive—just a reassuring glimmer. Carry the "Safety First!" campaign into your home. Use

## Prices Night Lights

93 AWARDS

PALMITINE STAR. ROYAL CASTLE.  
CHILDS'. SENTINEL.

PRICE'S PATENT CANDLE CO. Ltd.,  
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177 to 183  
REGENT ST.  
LONDON  
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Their Nearest Jewellers?  
Silver Smiths & Dressing Case  
Manufacturers

#### ONE OF VICKERY'S BEAUTIFUL NEW HAND-BAGS.

Lovely Blonde Real Tortoiseshell Frame, with Silk in broad stripes of Black and French Blue, dainty brocaded Silk Lining, and fitted with Square Mirror and Powder Case.

Very finest quality and finish. Only **£12 18 6**

Dark Tortoiseshell Frame and plain Black or Navy Blue Fauxle Silk **£5 17 6**



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Novelties for the Home, for Active  
Service, or for Gifts. Post free.



**LUCKY WHITE HEATHER NECKBANDS or BRACELETS**  
Spray of Lucky White Heather in Pearl Circle, 5 Gns.  
Spray of Lucky White Heather in Palladium Circle, £3 7 6



## THE PLAYHOUSES.

## "BUBBLY" AT THE COMEDY.

THOUGH the Comedy management does not style its new entertainment a revue, "Bubblly" has all the good features of revue, and a champagne-like gaiety which warrants its odd name. There are some capital parodies in the show, and playgoers will be pleasantly exercised to decide which is the funnier of the two chief essays in this kind—the skit on amateur theatricals in a village school-room, or the four burlesque handlings of a plot in the Lyceum, St. James's, Stage Society, and "crook"-drama manner. But free reliance on travesty has not meant at the Comedy that there is any lack of special turns and songs and dances. These abound, and are as bright and varied as any revue could wish for. The "quarrel" duet and dance between Miss Phyllis Monkman and Mr. Jack Hulbert sprang at once into favour, and, by way of contrast, Miss Monkman gives us a dance of quite a freeried sort: Miss Teddie Gerard has to her credit three dainty little songs daintily rendered: Miss Laura Cowie and Mr. Arthur Weigall, both in different ways, provide plenty of occasions for laughter; while Mr. Arthur Mayfair, now imitating Sir George Alexander, now impersonating a vicar who wants to act, and ever resourceful and amusing, helps to keep things moving at the proper revue pace.

## "£150." AT THE AMBASSADORS.

Rumour has it that the title of Mr. Cochran's new "economy" revue, "£150," represents the cost of production. Whoever is responsible for the joke, it is a clumsy title for the public to get hold of, and however economical may have been the management, in accordance with the times, there is no sign of parsimony about the spectacular side of the entertainment. The idea of the author (Mr. Walter Hackett) is that a "spy" captured by Arabs is sentenced, on pain of death, to the task of providing an

original revue. He gets little further in the first half than burlesquing Palace, Hippodrome, and other specimens; and very droll Mr. Leon Morton, with his fishing-rod, and Miss Binnie Hale, with the rhymes about "Shirley," make one or two of these skits. The Arabs, however, are not satisfied. Mlle. Choiseulle, Mr. Rube Welch, Mr. Douglas Furber, Mr. J. M. Campbell, and others all work hard, as well as the couple of entertainers already mentioned; and, though the "spy" is shot, those in front are sufficiently amused. So that "£150" will be repaid many times over before any fresh expenditure is needed at the Ambassadors', and may be held a success.

though Ellaline Terriss continues to be the most winsome of girl-brides, fully justifying the formerly used "wild thyme" metaphor, and Miss Mary Rorke is still at hand to give us her delightful study of the grandmother who makes so quaint a mistake as to who is the bridegroom. But Mr. Seymour Hicks has now exchanged his old part for a new one—surrendered romance to play farce—and makes a very comic, if of course deliberately extravagant, Frenchman. In the romantic character now figures Mr. Ben Webster, who wears his uniform gallantly, and acts with characteristic naturalness and charm. The play's mixture of fun and sentimentality is a very agreeable blend, and the programme contains the additional attraction of "Scrooge" as a curtain-raiser, with Mr. Hicks repeating his old success.



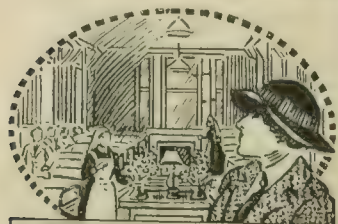
A SPLENDID WAR BENEFACTION IN CHESHIRE: THE OPENING BY KATHARINE DUCHESS OF WESTMINSTER OF A NEW HOSPITAL, PRESENTED BY MR. JOHN LEIGH.

A fine new hospital, with all modern equipment and containing 82 beds, has been provided, at a cost of £10,000, for the British Red Cross Society, by Mr. John Leigh, of Beech Lawn, Altrincham, Cheshire, as a memorial to his father. It is to be used for wounded officers, and after the war maintained by Mr. Leigh as a home for disabled soldiers and sailors. It was opened recently by Katharine Duchess of Westminster, President of the Cheshire Branch of the Red Cross. In the middle of the group, from left to right, are the Rev. Hewlett Johnson, Editor of the "Interpreter"; Col. Sir Edward Cotton-Jodrell; Mr. John Leigh; the Duchess (with bouquet); Mrs. Johnson, Commandant of the Hospital (in nursing costume, behind the Duchess); and Mrs. John Leigh (in white furs). The V.A.D. nurses are well-known ladies of the neighbourhood.—[Photograph by Ingham.]

## "GOOD NEWS." AT THE PRINCES.

"Good News" is "Wild Thyme" over again, but retouched and brought up to date; and what better title for George Egerton's version of "La Belle Aventure"—or, indeed, for any other piece—could you possibly have in these days than "Good News"? If the title puts you in good-humour from the start, so also does the performance when you have settled down to enjoy what is more or less familiar and to notice the changes. For there are changes,

and receive a thorough nautical training and sound general education. After two years the cadets will be drafted into the sailing vessels controlled by Messrs. Devitt and Moore for twelve months' practical training at sea. Certain of the leading mail and passenger steamship lines associated with this new scheme offer a number of scholarships for the Nautical Training College. Full particulars may be obtained on application to Messrs. Devitt and Moore, 12, Fenchurch Buildings, London, E.C. 3.



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9. 6. 15

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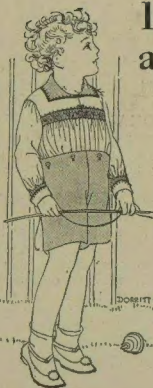
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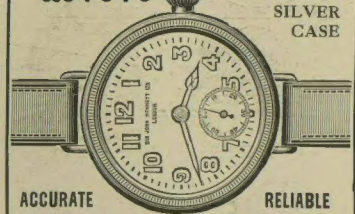
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## NEW NOVELS.

**"The Shadow Line."**

Tropical seas, sullen and glassy, the encroachments of fever on a panting crew, the dogged grit of a sea-captain "seeing it through"—these are the things that hold the reader spell-bound in "The Shadow Line" (Dent). The story is so slight that it is hardly a story, and really more an affair of outlines and suggestion. In any other hands it could not have filled out a novel. Mr. Joseph Conrad lingers over the departure of his master-mariner as deliberately as if the Far-Eastern indifference to time were part of his material—as, indeed, it turns out to be. The result is a marvellous gallery of word-pictures, each complete in itself, of a seaman's life afloat and ashore in the East, and the tremendous event of his first command. The plot indicates a ship tormented by the evil spirit of its late commander, who had had dealings with powers of darkness, and died expressing the unholy desire to take the ship and all who sailed in her down with him to destruction. His will to wickedness worked weightily in her next voyage, which is the gist of the yarn of "The Shadow Line." A Conrad sentence goes much farther than another man's page. "It was in an Eastern port. She was an Eastern ship, inasmuch as she then belonged to that port. She traded among dark islands on a blue, reef-scarred sea." The italics are ours. Who will sail with Joseph Conrad through those far waters of the East?

**"Zella Sees Herself."**

By the time Zella sees herself the book is ended, so that it could be more accurately described as the story of Zella before she succeeded in seeing herself—a feat that was only accomplished through the almost brutal resolution of her cousin James. The mirror set up by Miss E. M. Delafield, and studied by Zella for the first eighteen years of her life, reflected her chameleonic temperament, her emotional phases, her vanity, and, above all, her desire to appear as she believed other people would prefer her to be. She had a dramatic instinct, and a yearning for admiration and sympathy that led her into many pitfalls. "Zella Sees Herself" (Heinemann) is a lively study of character, not only in its vivid examination of poor little Zella's fibs and insincerities, but in its summaries of the other people in the book. Fatuous Mrs. Lloyd-Evans's portrait is, perhaps, drawn with too obvious enjoyment of her clumsiness. It has a Hogarthian air. But Louis de Kervoyou, James and Muriel, Mr. Pountisbury, and, best of all, the Baronne, are admirably restrained pictures of human beings representative, each after their kind, of their age and generation. The Baronne, for all she lived in the twentieth century, carried the French tradition of an aristocracy of wit and fortitude as bravely as if she had been one of the noble heroines of the Terror, and "Ca ne se fait pas" was her watchword. The play between these people, round and about the psychological adventure of Zella, is as engrossing as the tale of Zella's development—and that continues acute in interest from the first chapter to the last.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

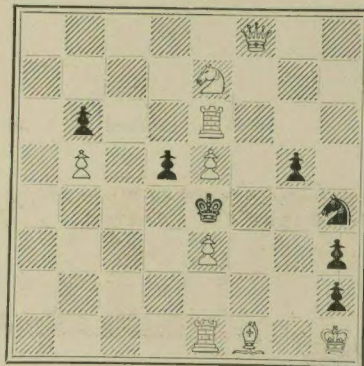
W. PICKERING (B.E.F., France).—We are sorry the diagram you sent us contains an inaccuracy which was corrected in our following issue. As it stands, the solution cannot be demonstrated.

W. J. WOODWARD (Newton Abbot).—We know of no such illegality as you mention, and there are many precedents in problem composition. The only point is that Black's last move must be strictly demonstrated.

C. H. BATEY (Providence R.I., U.S.A.).—Your problem shall be examined. Your solution of Meredith's problem is incorrect, which probably accounts for the criticism.

E. W. ALLOW (Highgate).—Your problem appears correct, but it is not quite up to the standard of a modern two-mover. We should be pleased to see other examples of your composition.

L. B. PAWSOK.—We are sorry your problem is much too elementary for our use. Study a good two-mover of to-day, and note the difference.

PROBLEM No. 3758.—By PHILIP H. WILLIAMS.  
BLACK.

WHITE.  
White to play, and mate in two moves.

## SOLUTION OF PROBLEM No. 3755.—By R. J. BLAND.

WHITE BLACK  
1. B to Kt 3rd Kt takes B  
2. Q to B 7th (ch) R interposes.  
3. Either Kt mates.

If Black play, 1. K to Q 5th, 2. Kt takes Kt (ch); if 1. Q to K 2nd, 2. R to B 5th (ch); if 1. Kt to Kt 4th (ch) 2. P takes Kt; if 1. Any move, 2. R takes P (dis. ch), etc.

CORRECT SOLUTIONS OF PROBLEM No. 3751 from C. A. M. (Penang) and J. B. Camara (Madeira); of No. 3753 from R. Carey McKean (Arizona); of No. 3754 from Ethel W. Corbett (Portland, Oregon, U.S.A.), C. Field (Athol, Mass., U.S.A.), and J. B. Camara; of No. 3755 from G. Sorrie (Stonehaven); of No. 3756 from E. W. Allow (Highgate), T. T. Gurney (Cambridge), J. Verrall (Rothwell), Captain Challice (Great Yarmouth), W. J. Woodward (Abbotsbury), R. A. S. Johnston (Ealing), C. H. Haviland (Frimley Green), S. G. Annis

(Grantham), L. Stanley Kettlewell (Birmingham), Rev. J. Christie (Birmingham), G. Sorrie, and E. P. Stephenson (Llandudno).

CORRECT SOLUTIONS OF PROBLEM No. 3757 received from G. Stillingfleet Johnson (Seaford), A. H. Arthur (Bath), J. Fowler, Rev. J. Christie, J. S. Forbes (Brighton), A. W. Hamilton-Gell (Exeter), J. C. Stackhouse (Torquay), F. W. Walton (Manchester), R. C. Durell (South Woodford), A. W. McFarlane (Waterford), G. Wilkinson, G. Sorrie, H. Grasset Baldwin (Farnham), and J. Dixon (Colchester).

## CHESS IN INDIA.

Game played at the Calcutta Chess Society, in the All-India Tournament. (Caro Kan Defence.)

WHITE (Mr. S. Bodas)	BLACK (Mr. N. Maitra)
1. P to K 4th	P to Q 3rd
2. P to Q 4th	P to Q 4th
3. P takes P	P takes P
4. B to Q 3rd	Kt to Q 3rd
5. P to Q 3rd	P to K 3rd
6. Kt to K 3rd	B to Q 3rd
7. Castles	Kt to B 3rd
8. P to K R 3rd	Castles
9. R to K sq	Kt to K 2nd
10. B to K Kt 5th	Kt to Kt 3rd
11. Q Kt to Q 2nd	P to K R 3rd
12. B to K 3rd	Kt to B 5th
13. B to K B sq	P to K Kt 4th

Black had a fair defensive position and needed merely to mark time to await developments. By this precipitate move, he leaves his King exposed to overwhelming attack.

Both surprising and pretty. It leaves Black with no satisfactory reply.

The style of the winning play is a very flattering testimony to the quality of Indian chess. We do not think the game has been previously published in this country.

The Union of South Africa Trade Returns for December 1916 are interesting and satisfactory. The exports, not including gold, amounted to £2,111,257, and the gross revenue to £393,440. Mr. A. R. T. Woods, the expert on the Argentine meat export trade, writes optimistically on the possibilities of expansion; the Hon. Hugh Wyndham, M.L.A., has pointed out the possibilities of establishing a great export coal industry in South Africa, and South African railway earnings show a gratifying increase.

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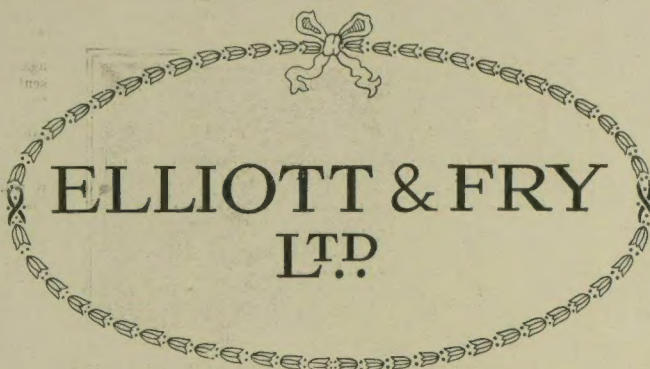
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TOLD BY *Jimmy Wilde*

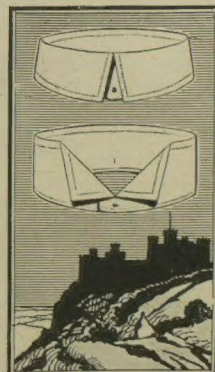
Some training camp secrets divulged by the all-conquering little Welshman, world's champion at his weight, and winner outright of the Lonsdale Belt.

Since joining the Army Gymnastic Staff I have often been asked to explain the training methods responsible for my maintaining the continuously perfect state of physical fitness which has enabled me to win five consecutive world's championship contests within a period of thirteen months.

"Liverishness," languor, acidity, indigestion and dyspepsia, catarrh, neuralgic pains, backache, headache, rheumatism, gout, lumbago, etc., etc., all arise simply from the accumulation of impurities in the system. Obviously the one and only way to get rid of the complaints quickly and permanently is to clear the impurities out. To do this, thoroughly cleanse the clogged organs of filtration, thus immediately purifying the blood and preventing the absorption of further poisons. The self-poisoning absorption process is the direct cause of most serious ailments and diseases. Auto-intoxication, the medical men call it, and, after all, such scientific terms as toxins, bacilli, uric or stomach acids, bacteria, etc., are only fancy names for common impurities or poisons.

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## THE CHRONICLE OF THE CAR.

In the Matter of "Service" There is observable just now a stirring among the dry bones of the motor trade, in so far that one or two prominent firms are beginning to talk about the programmes of after the war. I have received several statements of policy from one quarter and another, some of them definite, and others delightfully the reverse. One manufacturer tells me in more or less plain terms that he intends to restrict himself rigorously to a single model; another predicates three or so; while yet another says that it is early yet to talk in definite terms of his intention, but that the motoring public may be very sure that whatever he does he will do well, and lets it go at that. One thing, though, I have never heard any British manufacturer talk seriously about yet is "Service"—that is, the service he is prepared to render to the purchaser of his car when once he has sold it. "Service" is an American importation, and a good one at that. It has done quite as much as the cheapness of the car itself to make the American vehicle popular in England. What it means in a very few words is that the manufacturer of the car stands behind the owner with all the resources of his factory in order that at all times and in all circumstances his car shall give the maximum of satisfaction. Of course, I do not mean to suggest for a moment that the British car-manufacturer is not equally anxious that the purchaser of his vehicle shall be thoroughly satisfied. He most certainly is, but where he has lagged behind the American is that he has not reduced his anxiety to terms of system, while the American has. We have most of us had experience of the delay, often quite inordinate, of getting delivery of replacement parts for the average British car. You send the faulty part to the works, if it is a matter of replacement under a guarantee, and in due course—that is to say, in a few days, which I have known lengthen out into weeks—you get the new part and are happy. Possibly your car is of an old pattern, and the part has to be specially made, which means more delay. If, however, the car is an American of at all prominent make, and anything happens to it, all you do is to wire or telephone to the head office in town, giving the number of the part you require, and, as a rule, it comes by return of post, and the matter of the guarantee is left to be settled later. The first thing that occurs to the maker's representative is that

your car has to be got going again or you may figure in the list of dissatisfied owners, which will never do. As an example of what this "service" means, I may quote one experience of my own. I took out an American car



A NOTABLE INDIAN MEMBER OF THE IMPERIAL WAR CONFERENCE MOTORING: SIR SATYENDRA P. SINHA.

Sir S. P. Sinha, who was the first Indian to be appointed a Member of the Executive Council of the Viceroy, and is now Advocate-General of Bengal, is here shown seated in a Crossley car in front of the Town Hall, Manchester.



WOUNDED SOLDIERS AND SAILORS ENTERTAINED IN COVENTRY: IN THE "DAIMLER" WORKS CANTEEN.

On a recent afternoon the Daimler Hospital and Benevolent Fund Committee entertained a large number of wounded soldiers and sailors from various hospitals, their guests being conveyed to the works in char-a-bancs and buses lent by the Daimler Company. They were received by Mr and Mrs. E. M. C. Instone and members of the organising committee and ladies of the staff, and enjoyed an excellent tea and a capitally varied programme of music and other entertainments.

once, which I had seen taken out of its packing-case in the morning. Nothing had been done to it except that the tanks had been filled, so that it was just as it left the American factory. Thirty miles from town something went badly wrong with the back axle. I telephoned to London, and in three hours I was on the way again with a new back axle fitted, which had been sent down in a "service" car, with two mechanics to fit it. I don't want to make invidious comparisons, but I wonder how long the job would have taken had it been a British car? It does seem to me that if the British trade is to continue to hold its own after the war, with all the additional handicaps it will have to face in consequence of the state of disorganisation into which it has been thrown during the past three years, this matter of "service" is of the first importance. The day has gone by when the motorist was content to wait for weeks for what he requires—the American maker has educated him out of it, and our own industry has got to face the fact.

## A Motor School Query

A correspondent has asked me to say if I consider that the ordinary course of lessons included in the curriculum of the better class of "schools of motoring" is adequate for the making of a good driver. As my questioner has been good

enough to specify schools of the better class, I feel that I am on quite safe ground in answering him in the affirmative, but with this reservation: that all the lessons in the world will not make a good driver of the person who is unfitted by temperament to drive at all. There are such people—men and women who are utterly incapable of learning how to handle a car properly. They have no "hands," as a horseman would say, and the most they will ever be able to do is to get a car from one place to another without smashing it. Drive, as the motorist understands driving, they never will.

## A Successful Charity Match

A football match was played recently between teams representing Messrs. C. A. Vandervell and the Davis A.C., for the benefit of the funds of the St. Dunstan's Hostel for Blinded Sailors and Soldiers. The financial side of the fixture resulted in the very substantial sum of £122 12s. being handed over to this most deserving charity.

W. W.

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